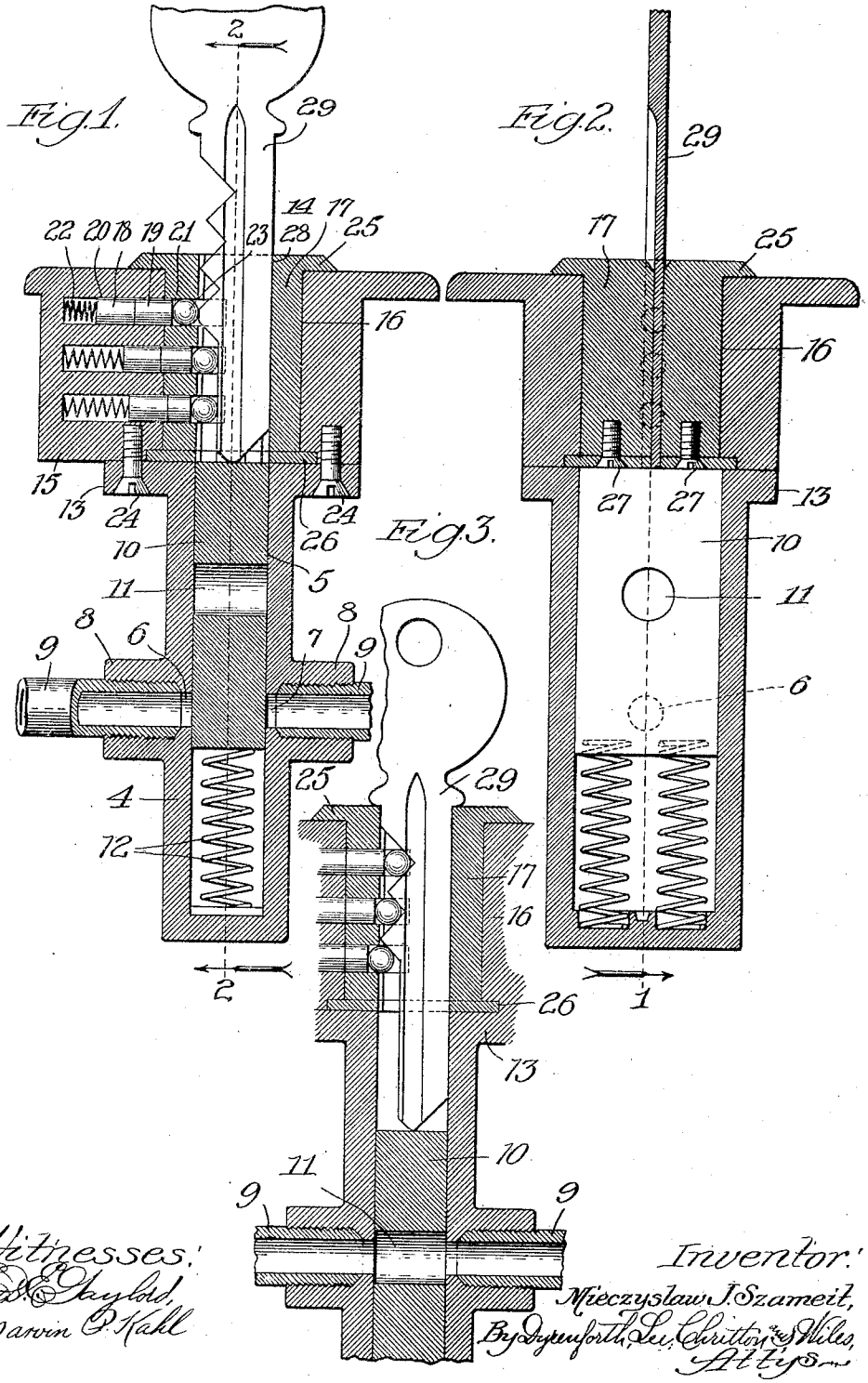
M. J. SZAMEIT.

THEFT PREVENTING MEANS FOR VEHICLES.

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1,379,292. **Patented May 24, 1921.**



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THEFT-PREVENTING MEANS FOR VEHICLES.

1,379,292. Specification of Letters Patent. Patented May 24, 1921.

Application filed January 18, 1918. Serial No. 212,392.

To all whom it may concern:

Be it known that I, MIECZYSLAW J. SZAMEIT, a citizen of the United States, residing at Chicago, in the county of Cook and State of Illinois, have invented a new and useful Improvement in Theft-Preventing Means for Vehicles, of which the following is a specification.

My invention relates more particularly to vehicles employing internal combustion engines as the motive power for the same; and my primary object, generally stated, is to provide a novel, simple and economical construction of means for preventing the theft of vehicles, which may be readily placed in and out of operative condition at the will of an authorized person.

As a premise to the following description, it may be stated that my invention operates on the principle of arresting the flow of fuel for the engine, as for example, gasolene.

Referring to the accompanying drawings, Figure 1 is a broken view showing the pipe which leads from the gasolene supply to the carbureter of a vehicle, as for example an automobile, with theft-preventing means embodying my invention, interposed in said conduit, the said means being shown in longitudinal section, the section being taken at the line 1 on Fig. 2 and viewed in the direction of the arrow. Fig. 2 is a section taken at the line 2—2 on Fig. 1 and viewed in the direction of the arrows, these two views showing the device in the position it assumes when in a position for arresting the flow of gasolene through the conduit; and Fig. 3, a view like Fig. 1, showing the device moved to a position in which the flow through the conduit is not interrupted.

The device, as constructed in accordance with the preferred embodiment of my invention, comprises a casing 4 containing a longitudinally extending chamber 5 containing openings 6 and 7 in opposite walls which open into this chamber and into nipples 8 into which the pipes 9 forming the conduit leading from the fuel supply to the interior of the engine, are screwed. The chamber 5 contains a longitudinally movable valve member 10 which snugly, yet slidingly, fits this chamber and contains an opening 11 therethrough which registers with the openings 6 and 7 when the valve member 10 is in lowermost position as hereinafter described. Spring mechanism represented at 12 and preferably formed of a pair of spiral springs, is located within the lower end of the chamber 5 and interposed between the bottom of the latter and the bottom of the valve 10, this spring mechanism serving to normally hold the valve 10 in raised position as represented in Figs. 1 and 2, and to return it to this position after force applied thereto for depressing it, has been removed.

It will be understood from the foregoing that when the valve 10 is in the position shown in Figs. 1 and 2 the conduit 9 will be closed thus arresting the flow of fuel to the engine and preventing the operation of the car, but when depressed to the position shown in Fig. 3, against the action of the springs 12, it does not interfere with the flow of fuel through the conduit.

Any desirable means of control by the operator, may be provided for depressing the valve 10 and holding it in open position, but it is preferred that means of the general construction illustrated be employed, a description of these means being as follows:

Surmounting the casing 4, the top of this casing being preferably provided with a continuous flange 13, is a lock 14 of the Yale type, this lock comprising a casing 15 containing a cylindrical bore 16, a barrel 17 rotatably confined in the bore 16 and the usual tumbler mechanism involving the segmental tumblers 18 and 19 arranged in a series in channels 20 and 21 in the casing 15 and barrel 17 respectively, backed up by coil springs 22, and with balls 23 in the bores 21. The lock 15 is secured to the flanged end of the casing 4 by screws 24 and the barrel 17 is confined in the bore 16 by means of the flanges 25 and 26 on the barrel 17, the flange 26 being in the form of a washer secured to the bottom of the barrel 17 as by the screws 27.

The barrel 17 contains the usual key-way 28 which, in this case, extends entirely therethrough, for receiving the key represented at 29. The key 29 is so constructed that when it is introduced into the key-way 28 and pushed inwardly to a position in which

it forces the valve 10 to the open position in Fig. 3, the adjacent ends of the tumbler section 18 and 19 of all the series will extend in alinement with the joint between the wall of the bore 16 and the barrel 17 as shown in Fig. 3, thereby permitting the barrel to be rotated by the key to a position in which the tumbler sections 19 oppose the unperforated portion of the wall of the bore 16 in which position of the parts the valve 10 is held in depressed condition as the key cannot be forced from the key-way 28, until the operator returns the barrel 17 to normal position.

It will be readily understood from the foregoing that mechanism constructed in accordance with my invention may be readily operated by one having the proper key, to cause the valve 10 to be either in closed or open position as desired.

While I have illustrated and described a particular construction in which my invention is embodied, I do not wish to be understood as intending to limit it thereto as the same may be variously modified and altered without departing from the spirit of my invention, it being my intention to claim my invention as fully and completely as the prior state of the art will permit.

What I claim as new and desire to secure by Letters Patent, is:—

1. In a device of the character set forth, the combination of a casing adapted to be interposed in a fuel conduit, a valve in said casing movable into and out of position for controlling the flow of fuel through said conduit, a key-controlled member containing a key-way and through which a key is insertible into engagement with said valve for operating the latter by longitudinal movement of the key, and means operating when said key is turned to hold said valve in open position.

2. In a device of the character set forth, the combination of a casing adapted to be interposed in a fuel conduit, a valve in said casing movable into and out of position for controlling the flow of fuel through said conduit, means for forcing said valve to closed position, a key-controlled member containing a key-way and through which the key is insertible into engagement with said valve for forcing the latter to open position in opposition to said means, by longitudinal movement of the key, and means operating when said key is turned to hold said valve in open position.

3. In a device of the character set forth, the combination of a casing adapted to be interposed in a fuel conduit, a reciprocable valve in said casing movable into and out of position for controlling the flow of fuel through said conduit, spring-means operating to force said valve to closed position, and a key-controlled device comprising a casing, a barrel rotatable in said casing and containing a key-way extending therethrough, and key-operated mechanism cooperating with said casing and barrel for releasably locking said barrel against rotation, the key for operating said mechanism being longitudinally movable thereof in the barrel for forcing said valve to open position in opposition to said spring-means, said barrel when rotated operating to prevent said spring-means from forcing said key out of a position in which the valve is open.

4. In a device of the character set forth, the combination of a casing adapted to be interposed in a fuel-conduit, a slide-valve in said casing movable into and out of position for controlling the flow of fuel through said conduit, means for forcing said valve to closed position, and means comprising a key and a movable key-way-equipped member adapted to be moved upon introducing the key into position therein, a member of said last-named means operating to force said valve to open position in opposition to said first-named means by a longitudinal movement of said member.

5. In a device of the character set forth, the combination of a casing adapted to be interposed in a fuel-conduit, a slide-valve in said casing movable into and out of position for controlling the flow of fuel through said conduit, means for forcing said valve to closed position, means for forcing said valve to open position and comprising a key and a key-way-equipped member, a member of said last-named means operating to force said valve to open position in opposition to said first-named means by a longitudinal movement, and means operating when actuated by said key to releasably hold said second-named means in position to hold said valve open.

6. In a device of the character set forth, the combination of a casing adapted to be interposed in a fuel-conduit, a slide-valve in said casing movable into and out of position for controlling the flow of fuel through said conduit, means for forcing said valve to closed position, and means comprising a key and a movable key-way-equipped member adapted to be moved upon introducing the key into position therein, said last-named means operating by the act of moving said key longitudinally in said member to force said valve to open position in opposition to said first-named means.

7. In a device of the character set forth, the combination of a casing adapted to be interposed in a fuel-conduit, a slide-valve in said casing movable into and out of position for controlling the flow of fuel through said conduit, means for forcing said valve to closed position, means comprising a key and a movable key-way-equipped member adapted to be moved upon introducing

the key into position therein, a member of said last-named means operating to force said valve to open position in opposition to said first-named means by a longitudinal movement of said member, and means for holding said key against retraction.

8. In a device of the character set forth, the combination of a casing adapted to be interposed in a fuel-conduit, a slide-valve in said casing movable into and out of position for controlling the flow of fuel through said conduit, means for forcing said valve to closed position, and means comprising a key and a movable key-way-equipped member adapted to be moved upon introducing the key into position therein, said last-named means operating by direct engagement of the key with said valve in the movement of said key longitudinally in said member, to force said valve to open position in opposition to said first-named means.

9. In a device of the character set forth, the combination of a casing adapted to be interposed in a fuel-conduit, a slide-valve in said casing movable into and out of position for controlling the flow of fuel through said conduit, means for forcing said valve to closed position, means comprising a key and a movable key-way-equipped member adapted to be moved upon introducing the key into position therein, said last-named means operating by direct engagement of the key with said valve in the movement of said key longitudinally in said member, to force said valve to open position in opposition to said first-named means, and means for holding said key against retraction.

10. In a device of the character set forth, the combination of a casing adapted to be interposed in a fuel-conduit, a valve in said casing movable into and out of position for controlling the flow of fuel through said conduit, means for forcing said valve to closed position, and means comprising a key and a movable key-way-equipped member adapted to be moved upon introducing the key into position therein, a member of said last-named means operating to force said valve to open position in opposition to said first-named means by a longitudinal movement of said member.

11. In a device of the character set forth, the combination of a casing adapted to be interposed in a fuel-conduit, a reciprocable valve in said casing movable into and out of position for controlling the flow of fuel through said conduit, spring means operating to force said valve to closed position, and a key-controlled device comprising a casing, a barrel rotatable in said casing and containing a key-way extending therethrough, said barrel and casing containing bores adapted to aline when said barrel is in one position, segmental tumblers located in said bores, spring means for said tumblers, said tumblers being normally forced into a position for engagement with a key introduced into said key-way and normally positioned to prevent rotation of said barrel, but be forced to a position in which said barrel may be rotated when the proper key is introduced into said key-way, and upon rotating said barrel locking said key against retraction, said key operating upon its insertion into said key-way to engage said valve and force it to open position in opposition to said first-named spring means.

MIECZYSLAW J. SZAMEIT.